BOLD ATTEMPT TO COVER UP-A

SHAMEFUL RECORD. Facts and Figures Strangely Mantpulated by the Croker Statisticians in the Effort to Escape Responsibility for Mismanagement of the City's Public Schools - Credit Stolen for Work

Done by the Strong Administration. In its search for some excuse for existence the Tammany city government has turned its attention to the achievements of the Board of Education, and apparently the result has been satisfactory. The platform dopted for this campaign contains a plank devoted to the public school system in thich Tammany not only boasts of its own plishments, but also points out with erision how little was done by the preseding reform administration toward pro-

Though hampered by financial diffi-lties resulting from consolidation and the argent and pressing demands of other necessary public improvements, the Tamnany platform says, "the present adminon has opened in the boroughs of danhattan and The Bronx twenty-seven school buildings at a cost of \$9,790,334 and affording accommodation for 52,050 pupils as against eleven new school buildopened under the administration of

ings opened under the administration of Mayor Strong at a cost of \$2,314,491 and affording accommodation for 19,770 pupils." These figures look well in print, just as they will sound convincing when trotted out in political meetings at which there is no one on hand able or willing to contradict them. With the correct figures at hand for comparison, it is difficult to imagine where Tammany obtained those included in its platform. With the exception of the number of schools opened under the last administration, the whole school plank seems the dream of some Tammany optimist. A Sun reporter who called plank seems the dream of some Tammany optimist. A Sun reporter who called at the Building Department of the Board of Education the day after the Tammany convention with a request for information was met by a firm refusal. Furthermore he was told that he had been preceded by he was told that he had been preceded by a score of other newspaper men engaged in a similar quest, all of whom had fared as hadly because of an order from President Miles M. O'Brien of the Board of Education, prohibiting the giving out of any statements concerning the school buildings epened since Jan. 1, 1895. It was also mentioned that the President had ordered a complete statement of the nature indicated to be prepared for his own use.

That statement is now in the hands of Mr. O'Brien. It is more than likely that it will soon find its way to the public, and that when it does appear its figures will be found to conform with those in the platform. But, unfortunately for Tammany's statisticians, there is no way of concealing from the inquisitive certain official documents, the publication of which is

many's statisticians, there is no way of con-cealing from the inquisitive certain official documents, the publication of which is required by law, such as the annual re-ports and the printed minutes of the Board of Education. To extract the required data from these documents is a tedious task, but by this process The Sun is able to place before the public a tabulated state-ment containing all the dates and figures needed to show what Tammany has done and what it has not done toward furnish-ing the children of this city with the pub-lic education guaranteed to them by the ing the children of this city with the pub-lic education guaranteed to them by the laws of the State and by the municipality. The first of the three tables that follow gives a list of all the school buildings opened from Jan. 1, 1895, to Oct. 1 of this year, together with their location. Table No. 2 shows when the site for each building was selected and condemnation proceed-ings begun by the Corporation Counsel; when the plans were approved and bids ings begun by the Corporation Counsel; when the plans were approved and bids advertised for; when the contract was awarded and when the completed building was thrown open for use. Finally, the third table gives the number of classrooms, the total number of sittings and the cost of each building. TABLE 1.

Location.

Henry, Oliver and Catharine.
140th st. and Edgecomb av.
32d st. and West End av.
117th st. and St. Nicholas av.
117th st. and St. Nicholas av.
117th st. second and Third avs.
19th, 20th, First and Second avs.
Hester, Orchard and Ludlow.
Hubert and Collister.
173d st. and Fulton av.
Church and Weber's lane.
Mosholu Parkway.
5 ist st. and Avenue A.
Second av., Westchester. Sist at, and Avenue A.
Scond av., Westchester.
Enstern Boulevard and Throg's Neck.
City Island.
119th st. and Madison av.
East 4th st., Avenues B and C.
199th, 10xth, Second and Third.
133d, 134th, Seventh and Eighth.
133d, 134th, Seventh and Eighth.
13th st. and First av.
Fort Simpson and 167th st.
Henry and Gouverneur.
19ts st. and First av.
Union av and 149th st.
Andrews and Burnaide.
St. Ann's av. 147th and 148th.
Anthony, Popham and Tremont.
Trinity av., 135th and 136th.
126th, 127th and St. Nicholas av.
Avenue A. 77th and 78th sts.
119th, 186th, Second and Third.
Rivington and Suffolk.
14ist st. and Brock av.
16th, 100th, Amsterdam and Broadway.
16th, 16th, Mott and Walton.
16th, 165th, Mott and Walton.
16th, 165th, Mott and Walton.
16th, 165th, 17th and Lence. Audubon, 168th and 169th.
111th, 112th, Fifth and Lenox,
1984, 194th, Fifth and Madison.
Beaumont and Cambrellar.
Jerome, Walton and 184th.
Market and Monroe.
101st, 105d, Columbus and Amsterdam

TABLE 2 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 LA SAN LA SAT LA SAT LA SAN LA SAN

SAME A

SLAVES TO HABIT IN SLEEP

NOTIONS OF PEOPLE DISPLAYED

about the sleeping habits of people," said porter on a Pullman car. surprising items gleaned in my early railroad days was the fact that many people who wear glasses cannot sleep without them. The first time I saw a man go to bed with his glasses on I thought he had made a mistake.

undress. You have your glasses on.'
The man snapped like an angry turtle

" 'Of course I have,' he said. 'I wouldn't be able to sleep a wink without 'em.'

"After that I met lots of people who had become slaves to the habit. Some who could afford luxuries had special night glasses made with certain loops and clasps which held them securely in place, while others, less extravagant, contented them-

purposely accustomed themselves to the abit owing to the fact that they were apt to lay their glasses down carelessly and were thus totally helpless if awakened suddenly, but the majority declared that their glasses had become a part of themselves and that they would as soon think of taking off their ears as their glasses.

"In contrast to these folks I found that most people took out their false teeth upon going to bed I had a good deal of trouble with the toothless contingent. Most of them were afraid to trust their molars to the parrow confines of their berth for fear of losing them. So they gave them to

headed people couldn't sleep without them. In most cases a special shock of hair was provided for sleeping purposes, thus keeping the regular wig spick and span for day-

"One of the funniest things I ever came cross in the false hair line was the case of a certain gentleman from Indiana who often travelled with me. He was absolutely bald. One night I caught a glimpse of him in his night attire. The shining pate that I had marvelled at only an hour before had blossomed out into a great mat of shaggy black hair.

explanation. 'When I first began to get bald I hankered after a black wig. I didn't dare to put it on in the daytime for fear my folks would make fun of me, so I took to wearing it at night. I've got so used to t now I can't sleep without it.'

"That struck me as being one of craziest notions I had ever heard of, but of course it was strictly the old man's business and I didn't say much about it.

heads in a certain direction. I remember particularly well what a time I had with one woman travelling over the Northern Pacific from St. Paul to Helena. After that road passes into North Dakota it runs almost due west. Naturally the berths extend from east to west. This woman could sleep only with her head to the north. could sleep only with her head to the north.

'I must sleep with my head to the north,' he said,' and that is all there is to it. I have been ill and am still weak and I must have my sleep, but I cannot possibly lie down with my head to the east, west or south. My head is like the magnetic needle. It always points to the north. If, by any chance, it gets screwed around in any other direction I cannot rest. You must make my bed as I direct you.'

'I tried to be diplomatic. I pointed out to the woman how absolutely impracticable it was to improvise a couch that would block up the aisle for the rest of the passengers, but she wouldn't listen to my explanation.

to the north, please.
"I reported the difficulty to the conductors and brakemen and we finally made a bunk for her out in a little ante-room at the rear end of the rear coach.

"There are other folks who have a habit of sleeping decked out in all their jewelry. I found women the greatest offenders in that respect. I used to implore them to lock their gems up somewhere, but they declared they couldn't sleep without their rings, and all the rest of it. I knew one woman who never wore even the plainest band ring in the daytime, but when she got ready for bed she looked like a jeweller's advertising window.

got ready for bed she looked like a jeweller's advertising window.

"Sleep, with certain people, depends upon the kind of clothing worn. One wants a handkerchief tied round his head, apother must wear slippers, and still another is nervous and uncomfortable without gloves. One man who travelled often over a Western road where I was employed could not sleep unless he had a red woellen shawl wound round his shoulders.

"Most habits of this kind are contracted during a spell of illness. The wearing of a certain article of dress is recommended then and by the time the patient has recovered the custom has become second nature and cannot well be broken off.

"Then there are certain sounds essential to repose. I have known a few abnormal souls that are soothed to slumber and held therein by the ticking of a clock. Un-

therein by the ticking of a clock. Unfortunately, the overlasting racket was apt to keep a much greater number wide awake, and many a time I have had a positive mutiny on my hands as a result of the indispensable clock.

"Of all the slaves to habit those who are

AS TO THOSE WILD FLOWERS. PILOTED LOW TO VICTORY. Denial That the Nature Work of Two

Societies is Doing Harm. "It seems a pity," said Miss Catherine Bell, assistant secretary of the Public Education Association, "that two bodies of people interested in the same object should so misunderstand each other as to throw obstacles in each other's path. Miss Bell's remark was called forth by

an article entitled "Vanishing Wild Flow-ers." which appeared recently in Torreya. a little magazine devoted to horticultural interests in The Bronx. The author is Mrs. Elizabeth G. Britton, wife of the director-in-chief of the Botanical Garden. The article is a protest against the whole

sale destruction of wild flowers, ferns and shrubs in the suburbs of this city. In it Mrs. Britton names the Normal College Science Alumnæ as one of the chief factors in this "wholesale destruction." She takes exception to their work of distributing nature materials among the children of the poorer parts of the city.

As a result of this protest it is announced that Miss Olivia E. Phelps Stokes and her sister, Miss Caroline Phelps Stokes, have contributed \$3,000 as a fund for the preservation of native wild flowers; and it is understood that a large part of the money will be devoted to printing circulars against the work of societies which distribute nature materials.

"Though I am not a member of the Normal College Science Alumnæ," said Miss Bell, "nor of the Nature Material Committee of the Public Education Association, this is a matter that interests me deeply. As our reports show, we distribute among the teachers and the children of the public schools on the far East and far West sides numerous specimens of nature objects, according to season. Last year a number of maple saplings in paper pots were among the things distributed. Often barrels of labelled specimens have been sent to schools.

labelled specimens have been sent to schools.

About twenty boxes and baskets were sent every week to the ten vacation schools.

"The object of both societies in devoting time and labor to this work is exactly that of Dr. and Mrs. Britton in their excellent work in The Bronx namely, the spread of interest in nature and growing things, and the knowledge of these among our people.

and the knowledge of these among our people.

"Children of the class among which we work have often no notion of the appearance of plants and trees until we bring specimens to them. The teachers give the children a twig to take home and place in water, to watch it sprout and bud. Such a gift becomes a delight and revelation to a whole household.

"The other day I saw two dusty geranium plants on a window ledge. All about were dirty brick walls. Dusty as they were, those little plants formed the one green spot of an entire neighborhood. That such miserable specimens were cherished shows how anything of the sort is appreciated by the very poor.

such miserable specimens were cherished shows how anything of the sort is appreciated by the very poor.

"Of course, even this would not excuse the work, did we, in gathering this material, 'ruthlessly destroy' the plants from which they come. The members of our committees, who make the selection of nature materials, have sufficient knowledge of natural history and botany to choose wisely.

"Many are advanced students in these sciences. They understand the necessity of preserving plants, and how to slip from a tree without injuring it.

"In gathering our specimens the greatest care is used. I have often heard Mrs. Northrop, President of the Normal College Science Alumne, remind the members of the committee that when they found a rare flower, such as the fringed gentian, care should be taken to continue its growth; that if there were few blossoms, only one should be plucked.

"The mischief of which Mrs. Britton complains, and which is undeniably a fact, is doubtlessly caused by the picnicking parties that invade our suburbs at all seasons. These persons tear up wild flowers by the handful merely to throw them aside a few moments later when they are faded. They are of the class that cannot see a flowering bush growing by your fence, without reaching through to denude it, as they pass.

"Several times I have stopped children."

always points to the north. If, by any chance, it gets screwed around in any other direction I cannot rest. You must make my bed as I direct you.'

"I tried to be diplomatic. I pointed out to the woman how absolutely impracticable it was to improvise a couch that would block up the aisle for the rest of the passengers, but she wouldn't listen to my explanation.

"You are not here to argue, but to obey, she said. 'Make my bed with the head to the north, please.'

"I reported the difficulty to the conductors and brakemen and we finally made a bunk for her out in a little ante-room at the rear end of the rear coach.

A COLONIAL LUNCH ROOM. Novel Enterprise Started by Two Women in the Hotel District.

Two more names have been added to the constantly growing list of women of social position in New York who have gone into business and as a result there is a quaint little lunch room near one of the large hotels. With all the big hotels and popular restaurants there is a demand for these small lunch rooms in which a limited bill of fare is offered and every dish is individually prepared and the best of its kind.

The new lunch room is in a Colonial building and is finished in the Colonial style with white wood work, latticed windows and a high mantle piece furnished with pewter. A low bench attached to the walls carried around the sides of the room.

for ten and coffee there are chubby little brown earthenware pots. The cream jugs are of a soft green and even more chubby

buildings for loss of expected for sites and buildings from date. It is in the control of the sites and buildings from date is recommendated by the storage administration of the sites and buildings from date is recommendated by the storage administration for sites should be supported to the storage of the storage of a site of the site of th

ON TIME IN HIS AUTO. Dashes About Town at Breakneck Speci

to an Automobile a Feature of Municipal Campaigning This Year -A Sample Evening's Run-Remarks by Public. When Seth Low spoke the closing words

of the last speech of his campaign last night he probably heaved a sigh of relief. Outside the hall, seated on the high box of a bright new electric hansom, Thomas F. Curley, the man who has piloted Mr. Low around the city to the different meeting places at breakneck speed, sighed in a similar manner, glad that it was all over. Curley's work, though not so intellectual

as that of his employer, has been none the less wearing. He has carried the candidate from one meeting to another every night; has made up lost time, and has brought Mr. Low to the various halls so punctually that Mr. Low has acquired a reputation for promptness. Not a little of the credit for his being always on time is due to Curley, the man who piloted his auto.

Never before have the candidates in a municipal campaign addressed so many meetings each evening as this year. " whirlwind campaign," some have styled it.

Four years ago the feat would have been impossible A team of horses could

scarcely make the speed necessary, but the automobile revolutionized campaigning. This fall it has been a common occurrence for a candidate to speak at five or six meetings of an evening, some of them uptown. some downtown, some even in Brooklyn. Mr. Low's route last Thursday evening may be taken as a good example of the way he has been rushed from place to place. His first speech was made at the Academy of Music in Brooklyn at 8 o'clock. At 8:40 he was due to speak at the Thalia Theatre on the Bowery.

The meeting in Brooklyn was a little late in getting under way. It was a monster meeting, too, and Mr. Low spoke at greater length than he had intended. The hall was so jammed with people he had considerable difficulty in leaving the building and it was 8:35 when he entered the auto, and Curley pulled the lever, beginning the trip to the Bowery Theatre.

He was at least fifteen minutes late at the start. Down Washington street the reaching respect at a speed which caused

ning the trip to the Bowery Theatre.

He was at least fifteen minutes late at the start. Down Washington street the machine rushed at a speed which caused pedestrians to stop and gaze at it. Once on the Bridge, Curiey turned on full current. Trolley cars and Bridge cars were passed as an express train passes a slow freight.

Up Park row and along the Bowery the carriage sped along the car tracks and stopped in front of the theatre at 8:47. The trip from Brooklyn had been made in twelve minutes and Mr. Low was only seven minutes behind time.

The next run was to New Irving Hall in Broome street. The candidate was five minutes late when he left the theatre. Up the Bowery the auto dashed, with its electric bell buzzing almost continuously. Cars were dodged with no slacking of its speed. The policeman at Grand street recognized the candidate's carriage and held back the pedestrians at the crossing as the machine whizzed by. Around the corner into Broome street Curley swung at full speed and then the trouble began.

The street was crowded with men and boys who recognized those in the carriage and tried to run alongside. The bell buzzed continuously again. It was a wonder that no one was run down. The hall was reached at 9, exactly on schedule time.

Mr. Low next rushed over to Apollo Hall in Clinton street, then to Harmonia Hall in Avenue A. From there he went to Everett Hall in East Fourth street and then to Cooper Union. At every meeting place Curiey stopped the auto on the tick of the time appointed, but to do it he was forced to run the machine at top speed all the way.

Everywhere on the East Side Mr. Low was recognized as the auto speed by "Hurrary for our next Mayor!" they yelled, but the carriage was out of earshot before the sentence was finished.

Several cart-tail meetings were passed, at which orators were exhorting the assembled multitude to vote the fusion ticket. The crowds scattered as the auto approached and often the candidate was recognized and a cheer was given as he passed. Standing outside the

and the machine were objects of interest everywhere. Small boys watched their chance to jump into the hansom, sit on the cushions for a moment and then jump out before the operator could reach them. Then on the outskirts of the crowd the youngsters could be heard saying with pride:

"Ah gee, I sat in Seth's automobubble."

The crowds kept Curley on the lookout constantly. Little fellows often stuck pins into the tires, which luckily were solid, and one youngster was caught in the act of cutting off a piece of the tire as a souvenir of the campaign.

souvenir of the campaign.
Others, many of them men grown, deemed

it an honor to converse with Mr. Low's cabman. They asked all sorts of ridicu-lous questions, but Curley was always polite.

"Well, I suppose yours is one sure vot for Low," said a man in Brooklyn to him. "Yes, sir," responded Curley. "Think he will win?"

"Yes, sir."
"Making a good campaign?"

Yes, sir.
Do you like Mr. Low?
Yes, sir.
How much does he pay
But Curley could stand it no longer,
and ringing the bell, ran the machine a The tables and chairs are of dark wood in a natural finish, the chairs of a picturesque Dutch design with straight high narrow backs. Luncheon is served on the bare boards of the little tables in the most picture of little tables in the most picture of little tables. In the most picture of little tables in the most picture of little tables.

DRAINING THE ZUYDER ZEE.

The Dutch Government Decides to Postpone the Carrying Out of the Great Project. The new Ministry of the Netherlands

has withdrawn from the States General the project for draining the Zuyder Zee on the ground that the present condition of the fruich budget renders the undertaking undosirable for the present. The enterprise has been discussed for a very long time and it seemed about to enter an active stage: A commission made an elaborate investigation of the project, indered its practicability and declared that it would practicability and declared that it would be advantageous to the country thus to add 150 estare miles to the agricultural area of Holintel A full was accordingly introduced into the second 5 katcher of the ritator amount authorizing the beginning of the work. Thus the schools cause within the sphere of practical politics. Unfortunately, it reached this single about the time that the Ministerial crisis begin which reculted in the stangendard of the Cainast The new Government declices to assume the responsibility for the large experies in volved, and therefore the project he indefinitely shelved.

It was estimated that the entire expense in volved and therefore the project he indefinitely shelved.

It was estimated that the entire expense which he is obtained to the cuttie expense. In this case, the second limits to the plant of the stand of the second control of the s

Trurellers' Guide.

GAZE'S ORIENTAL TOURS 76 DAYS, \$620 93 DAYS, \$740 Leaving on German Mediterranean Express steams Jan. 4, 25, 36, Feb. 22, March 27, 1962. Egypt and the Holy Land. Constantinop Breece, and Italy, Itineraries embracing even theresting and bistorical spot on the Medite interesting and historical spot on the Mediter-ranean and in the Orient. Berths reserved in advance for GAZE'S NILE SERVICE. For rates and particulars apply to

Annual series of Select Tourist Parties leaves durary January, February and March (with special
arty Nov. 30 and Dec. 7 for Christmas in Ectaleem), visiting all points of interest in Egypt, Palesine, the Levant Southern Europe, etc.
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All Travelling Expenses included.

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TWIN SCREW FASSENGER SERVICE
Every Saturday to
PLYMOUTH—CHERBOURG—HAMBUBG.
Pretoria... Nov. 8, 3 FM *Palatia....Dec. 7, 2 PM
*Phænicia. Nov. 16, 8 AM Penns'a... Dec. 14, 7 AM
Patricia... Nov. 23, 2 PM Pretoria... Dec. 21, 1 PM
Waidersee, Nov. 30, 8 AM *Phænicia... Dec. 25, 7 AM
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ALL MODERN STEAMERS LUXURIOUSLY
PITTED WITH EVERY CONVENIENCE, ALL
STATEROUMS AMUSHIPS ON UPPER DECKS
FIRST CABIN PASSENGERS CARRIED FROM
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DON. FOR HAYES, ETC., APPLY TO 1 B WAY

NEW YORK — SOUTHAMPTON — LONDON.
Friesland... Nov. 6, noon Haverford, Nov. 27, noon
philadelp'a. Nov. 13, 10a.m. Philadelp'a. Dec. 4, 10 a.m.
St. Paul. Nov. 20, 10 a.m. St. Paul... Dec. 41, 10 a.m.
REO TAR
NEW YORK — ANTWERP — PARIS.
Friesland... Nov. 6, noon 'Vaderland. Nov. 20, noon
Southwark. Nov. 13, noon | Haverford Nov. 27, noon
"New Twin Serew Steamers calling at Cherbourg.
INTERNATIONAL NAVIGATION COMPANY.
Plers 14 and 15. North River. Office, 73 Broadway.

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Twin-Screw S. S. 8.300 tons ROTTERDAM
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Twin-Screw S. S. 10, 500 tons STATENDAM
Saturday, Nov. 23, 10 A. M.
Apply to Gen'l Passenger Agency, 30 B'way, N. Y.

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Delightful ocean voyages to porte
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C. H. MALLORY & CO., Pier 20, E. R., N. Y.

NORTH GERMAN LLOYD S. S. CO. PAST EXPRESS SERVICE.

PLYMOUTH, CHERBOURG, BREMEN.

Kalserin. Nov. 5, 10 AM, Kalser ... Dec. 14, 10 AM,
Kalser ... Nov. 19, 10 AM, Knonprinz ... Jan. 4, noon

Kronprinz . Dec. 3, 10 AM, Kalser ... Jan. 21, 10 AM,

OELRICHS & CO., 5 BROADWAY, N. Y.

WHITE STAR LINE. CUNARD LINE TO LIVERPOOL

From Pier 51, North River.
Umbria...Nov. 9, 2 P.M Etruria...Nov. 23, 2 P.M Lucania. Nov.16,8:30 A.M Campania.Nov.20 8:30 A.M VERNON H.BROW N&CO., Gen. Agenta, 29 Broadway Steamboats.

BOSTON AND POINTS IN NEW ENGLAND.
PALL RIVER LINE, via Fall River and Newport,
Lve. Pier 19, N. R., foot Warren St. Week days only,
5:00 P. M. Stra. PRISCILLA and PURITAN,
Orchesit on each.
STONINGTON LINE, via Stonington. Lve. Pier
26, N. R., foot Spring St. Week days only 6:00 P. M.
Strs. MAINE and NEW HAMPSHIRE.
NORWHICH LINE, via New London. Lve. Pier 36,
N. R., ft. Spring St. Week days only at 5:30 P. M. Strs.
CITY of LOWELL and CITY of WORCESTER.
NEW HAVEN LINE, leave Pier 25, E. R., foot Peck
Slip. Week days only 5:00 P. M., Steamer RICHARD
PECK.

CENTRAL-HUDSON BOATS. For NEWBURGH, POUGHKEEPSIE and RON-DOUT, from Franklin St. week days, except Saturdays, at 4 P. M. Saturdays, 1 P. M. For NEWBURGH, CRANSTONS, WEST POINT, COLD SPRING, and CORNWALL, week days at 6 P. M. Sundays from Franklin St. at 6 A. M. 129TH ST. at 9:30 A. M.

ALBANY EVENING LINE Steamers APARONDACK or DEAN RICHMOND leave Pier 82 N. R., foot Canal Street, at 6 P. M., week days only, connecting with trains for all points. Excursion, \$2.50.

Catakill, Hadson and Coxsackie Boats leave foot of Christopher at, every week day a P. M., connecting with Catakill Mountain, Bosto Albany and Albany & Hudson Railmods

Mailroads.

NEW JERSEY CENTRAL

Liberty St and South Ferry (time from South Ferry five minutes carliet than below, except as noted) Week Days Sundays. \$100 A. III \$4.00 p. m.

ROYAL BLUE LINE PART TIME TO SELECT THE PORT OF THE PORT O

BALTIMORE & OHIS RAILROAD. prince Prince Course of the Pr EATS AL MANY PRIABON

LACKAWANNA RAILHOAD.

Short Butter NEWARK, N. L.

Pennsylvania RAILROAD

Bailroads.

Desbrosses and Cortlandt Streets.

The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station except where otherwise noted.

7:55 A. M. PAST MAIL.—Limited to two Buffet Parlor Cars New York to Putsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg. burg.

8:25 A. M. FAST LINE.—Pittsburg and Cleveland.

9:35 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Steeping. Dining. Smoking and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisvilis, St. Louis.

WASHINGTON AND THE SOUTH. WASHINGTON AND THE SOUTH.
755, 825, 855, 1019 (Desbrosses and Cortland Streets), 1029 (Dining Car), 1025 (Dining Car)
A. M., 1225 (Dining Car), 210 (Desbrosses and Lim., all Parior and Dining Car), 325 (Congressional Lim., all Parior and Dining Car), 325, 425, (Dining Car), 825, 835, 1025 (Dining Car), 325, 425, (Dining Car), 325, 425 (Dining Car), 325 (Di

Trains arrive at and depart from Grand Central Station, 42d St., New York, as follows:
Leave New York, as follows:
Leave New York, as follows:
15 A. M. Mail and Paper Train. 7:00 A. M.
15:00 A. M. Syracuse Local 16:25 P. M.
16:30 A. M. Empire State Express 10:00 P. M.
16:30 A. M. Empire State Express 17:00 P. M.
11:30 A. M. Rutland Express 17:00 P. M.
11:30 A. M. Rutland Express 17:00 P. M.
12:00 P. M. Southwestern Limited 6:00 P. M.
13:30 P. M. Albany and Troy Flyer 11:10 A. M.
13:30 P. M. Albany and Troy Flyer 11:10 A. M.
13:30 P. M. Albany Special 1:000 P. M.
13:30 P. M. Mortie Lake Shore Limited 6:00 P. M.
13:30 P. M. Mestern Express 6:45 P. M.
13:30 P. M. Montreal Express 7:20 A. M.
13:30 P. M. Adirondack & Montreal Express 7:20 A. M.
13:30 P. M. Suffalo Special 7:27 A. M.
13:30 P. M. Suffalo Special 7:27 A. M.
13:30 P. M. Northern New York Express 7:27 A. M.
13:30 P. M. Northern New York Express 7:27 A. M.
13:30 P. M. Morther New York Express 7:27 A. M.
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13:30 P. M. Morther New York Express 7:30 A. M.
13:30 P. M. Morther New York Express 7:30 A. M.
13:30 P. M. And 3:35 P. M. Dally, except Sunday.

Daily, finally, except Sunday, finally, except Monday.

HARLEM DIVISION.

9:05 A. M. and 3:35 P. M. Daily, except Sunday, to Pillafield. Sundays at 9:20 A. M.

Pullman cars on all through trains.

Ticket offices at 113, 261, 415 and 1216 Broadway;
25 Union Sq. W., 275 Columbus Ave., 133 W. 125th St., Grand Central Station, 125th St. Station, and 138th St. Station, New York; 358 and 726 Fulson St., and 106 Broadway, E. D., Brooklyn.

Telephone "900 38th Street for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.

P. S. BLODGETT, GEORGE H. DANIELS, General Superintendent. General Passenger Agent

NEW YORK TO BOSTON SPRINGFIELD LINE,

New York and Boston all Rail

N. Y., N. H. & H. R. R. and connections,
From Grand Central Station.

Leave. By way Willimantia.

1:00 A. M., Hartford and Willimantia.

1:00 A. M., Springfield and Worcester.

1:00 A. M., Springfield and Worcester.

1:00 A. M., New London and Providence.

1:00 P. M., 'Aw Line via Willimantia.

1:00 P. M., 'Aw Line via Willimantia.

1:00 P. M., 'Aw Line via Willimantia.

1:00 P. M., 'Springfield and Worcester.

1:00 P. M., 'Swr London and Providence.

1:00 P. M., 'Swr London and Providence.

1:00 P. M., 'Swringfield and Worcester.

1:1:00 P. M., 'Swringfield and Providence.

1:1:00 P. M., 'Swringfield and Providence.

1:1:00 P. M., 'Swringfield and Providence.

1:1:00 P. M., 'Swringfield and Worcester.

1:1:00 P. M.

Transport Co. will call for and check leagues. WEST SHORE RAILROAD

Trains is a Franchin in Station. New York of solious and it min. Index front Want Ard at. N. 1.

7.10 A. M. For interim points to Albany a biomy (1.10) A. M. For interim points to Albany a biomy (1.10) P. M. Chin, Line for Departure of Montanin Bay.

7.20 P. M. Chin, Litt. for Departure Chi. A. St. L. M. (2.4) P. M. Chin, Litt. for Departure Chi. A. St. L. M. (2.4) P. M. Chin, Litt. for Departure Chi. A. St. L. M. (2.4) P. M. For Front, District, China Politic A. Albany (1.4) P. M. For Hooth, Buffahn, Cherry (4.4) P. M. For Hooth, Buffahn, Buffah

Advertisements and Subscriptions may be left at these offices, where the rates will be the same as those charges at the

NEW YORK CITY.

10 Sant 185th Street.

15 Burden &r .. E. M. Gudens BOSTON, MASS.

205 Mashington St. T. P. Marrian

794 Breat St. F. & Sommer

P. S. 171. 19 1.500 223.459
P. S. 171. 143 2.160 239.975
First of all it appears from these tables that the number of new school buildings opened during the years 1895-1897, inclusive, was sixteen, and that they added 502 class-rooms and 30,225 sittings to existing facilities. Their aggregate cost, not including sites or heating and ventilation, amounted to \$2,675,471. It seems likely that the man who drew up the Tammany platform got his figures by leaving out of consideration all buildings that were under construction when the Strong administration began, while crediting to Tammany all those opened after Jan. 1, 1898, no matter who had begun them or done the principal part of the work on them. The tables given tell the true story, and here it is expressed in plain words. of the work on them. The tables given tell the true story, and here it is expressed in plain words.

Of the twenty-nine buildings opened during the present administration, only nine were not planned and started by the reform School Board. In the case of seven of the nine, sites had been acquired and plans approved prior to Jan. 1, 1898. The contracts for the other twenty had been awarded and the money for their construction appropriated before the Strong administration came to an end. A good idea of what was accomplished by the reformers and by Tammany may be had by tabulating the number of contracts awarded by each administration, including the contracts for nine buildings that have not yet been opened. It will thus be seen that from Jan. 1, 1898 to Jan. 1, 1898, twenty-nine contracts were awarded, providing for 920 new classrooms and 48,220 additional sittings, at a cost of \$5,431,779; while since Jan. 1, 1898, only eighteen contracts have been let, affording 691 new classrooms and 82,925 sittings at a cost of \$4,809,742.

When Mayor Strong took office in 1895 the buildings then under construction riding additional school facilities.

\$4,909,742.
When Mayor Strong took office in 1895
the buildings then under construction
were seven in number, with 15,505 sittings
and costing \$1,252,671. There were only
three vacant sites in the possession of the
board and no steps had been taken to acquire others. Nor was there any money three vacant sites in the possession of the board and no steps had been taken to acquire others. Nor was there any money available. The first thing done was to pick out suitable sites and to start condemnation proceedings for their acquisition. So quickly was that work done that during the three years of 1895-97 not less than thirty-two sites became the property of the city, all of which are now in use for new buildings. Fifteen more sites were selected and condemnation proceedings started before Jan. 1, 1898. Out of those fifteen three-fifths have not yet been acquired, although the Tammany board has repeatedly put on record its desire not to abandon any of the sites in question. Compare the site record of the Tammany board with that of the reformers. In 1898 a solitary site was acquired; in 1899, two; in 1900, none at all; in 1901, four. And only one new site has been selected during the period of close to four years that has passed since Tammany came into office. It was the Strong Administration that got the Legislature to pass a law compelling commissioners for the award of costs in condemnation proceedings to bring in their reports within six months from their appointment, unless a stay is granted by the courts.

pintment, unless a stay is granted by the courts.

In 1896 the Legislature at the reque In 1896 the Legislature at the request of the Strong administration authorized the issue of \$10,000,000 worth of bonds for the purchase of sites and the erection of new school buildings. During that year the school board spent \$2,564,831 (including cost of additions to old buildings) or \$911,312 more than had ever before been expended in a single year for such purposes. When, at last, the city was done with reform and Tammany came back into power, the newly created Board of Education found on its hands not less than twenty buildings under construction, some of buildings under construction, some of which were all but completed. One or two of these were opened during the first six months of the new administration. A two of these were opened during the first six months of the new administration. A few more were thrown open in September, 1898, but on most of them the work came to a standstill and was not resumed until 1899, or even later. Some of the contracts awarded late in 1897 were held up on the pretence that their validity was in question. A good illustration is offered by School 44 at Hubert and Collister streets which was one of the most needed buildings, the old building in Moore street being not only too small, but also unsafe. The site for that school was acquired in 1897 and bids for its erection were advertised for to be opened in January, 1898. The contract was not awarded until January, 1899. Later, it was cancelled and then relet in September that year, and the building was not opened for use until September of this year. Analysis of the tables given might be continued along the same lines and the results obtained would always be the same. The Tammany Board of Eduults obtained would alway

the same. The Tammany Board of Edu-cation has only proceeded under the im-pulse given it by the reform board. The machinery required to give the city some-thing like what it needed in the way of pub-lic schools had been set moving by the Strong administration, and Tammany could not get the city strength of the city of the strength of the city of th not stop it, although at one time it seemed to be doing its best in that direction. There is another phase of the school plank in the Tammany platform which cannot be passed by without challenge. That is the statement concerning the money That is the statement concerning the money spent by each of the two administrations for new buildings. What has been said of the other figures contained in the platform holds good with regard to these. They are false as well as misleading. The annual reports for 1895 and 1896 covered periods from December to December. There was no report for 1897. The first report published by the new board extended from Aug. 1, 1897, to July 31, 1898, inclusive. Subsequent reports have covered similar periods The report for the year ending July 31, 1901, is not yet ready. The Sun has obtained figures, however, that are practically correct, although those for the last twelve months are based on estimates only. They are as follows:

on estimates only. They are as follows:

on estimates only. They are as follows:

Money expended during 1805, for sites, 180,782.40; for new buildings, \$671,322.30; during 1896, for sites, \$1,608,188.92; for new buildings, \$662,120 io; during 1897, for sites, \$2,779,1812; for new buildings, \$2,842,668.44; total for sites, \$4,65,106.92; grand total expended for sites and buildings from Jan 1, 1896, to Jan 1, 1896, \$8,783,174.97 Memory expended during 1898, January to July, for sites bothing; for new buildings \$1,081,1836, \$4,1146; for new buildings \$1,282, 273,065, from July, 1896, to August, 1899, for sites, \$84,211.46; for new buildings, \$2,208, 273,065, from July, 1899, to August, 1896, for sites, \$64,411.46; for new buildings, \$2,208, 273,065, from July, 1899, to August, 1896, for sites, \$64,401.46; for new buildings, \$2,208, 273,065, from July, 1899, to August, 1896, for sites, \$64,401.46; for buildings, \$2,208, 528,062,060; and \$64,401.46; for buildings, \$2,208, 528,000; and \$2,208, 528,000;

IN A PULLMAN CAR. Men Who Can't Sleep Without Their Glasses -Wigs Worn by Others -False Teeth

Generally Removed -- Effects of the Points of the Compass and Indiana Line. "Working on the cars we learn odd things

"'Sir,' I said, 'you have forgotten

selves with the regular reading glasses. "A few whom I questioned said they had

me for safe keeping.
"Then there were wigs. Lots of bald-

"I always sleep in it,' he grunted, in

"Another funny thing is the predilection many people have for sleeping with their

HOW CURLEY GOT HIM ABOUT

HENRY GAZE & SONS. EGYPT AND HOLY LAND.

Louis.

155 P. M. CHICAGO AND ST. LOUIS EXPRESS.
—For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining
Car.

555 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Indianapolis, Louisville, St. Louis. Dining

5:55 P. M. ST. LOUIS EXPRESS.—For Pitts.
burg, Indianapolis, Louisville, St. Louis. Dining
Car.
5:55 P. M. WESTERN EXPRESS.—For Chicago.
For Toledo, except Saturday. Dining Car.
7:55 P. M. FACIFIC EXPRESS.—For Pittsburg
and Chicago. For Knoxville, daily, vis Shenandoan Valley Route. Connects for Cleveland e1cept Saturday.
8:25 P. M. CLEVELAND AND CINCINNATI
EXPRESS.—For Pittsburg, Cleveland, Nasnville (via Cincinnati and Louisville).

SOUTHERN RAHM.

12:10 night daily.

ATLANTIC COAST LINE.—Express, 8:55 A. M. and 8:25 P. M. daily.

SEABOARD AIR LINE RAILWAY.—Florida SEABOARD AIR LINE RAILWAY.— Maily. SEABOARD AIR LINE RAILWAY.—Florida and Metropolitan Limited," 12:55 P. M. daily. Express, 12:10 night daily. NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 P. M. daily. CHESAPEAKE & OHIO RAILWAY.—8:25 A. M. and 4:35 P. M. daily. FOR OLD POINT COMFORT and NORFOLK.—7:25 A. M. week days and 8:35 P. M. daily. ATLANTIC CITY.—9:35 A. M. and 2:55 P. M. week, days. Through Vestibuled Trains. Buffet Parior Cars and Standard Coaches.
CAPE MAY.—1:25 P. M. week-days.
For points on New York and Long Branch Railroad (from West Twenty-third Street Station). 8:35 A. M., 12:10, 3:25, 4:10 and 4:55 P. M. Sundays, 9:3 A. M., 13:10, 3:25, 4:10 and 4:55 P. M. Sundays, 9:3 A. M., 4:56 P. M. (from Desbrosses and Cortlandt Streets), 9:90 A. M., 13:20, 3:40, 4:20 and 5:10 P. M. Sundays, 9:45 A. M., 5:15 P. M.

FOR PHILADELPHIA.

6:10 (Desbrosses and Cortlandt Streets, 6:20), 728, 7:55, 8:25, 8:55, 9:25 (9:55 Penna. Limited), 10:10 (Desbrosses and Cortlandt Streets, 10:20), (Dining Car), 10:35 (Dining Car), 11:55 A. M., 12:55 (Dining Car), 2:10 (Desbrosses and Cortlandt Streets, 2:20), 2:55, 8:25, 8:25, 4:25, 4:25 (Dining Car), 4:34 (Dining Car), 5:35 (Dining Car), 7:55, 8:25, 8:35, 9:25 (P. M., 12:10 night. Sundays, 6:10, 7:55 (no coaches), 8:25, 8:35, 9:25 (Dining Car), 7:55 (Dining Car), 8:25 (Dining Car), 7:55 (Dining Car), 8:25 (Dining Car), FOR PHILADELPHIA.

BOSTON & ALBANY RAILBOAD,
ONE YOR Central & Hudson River R. R. Lessen Trains leave Grand Central Station, Fourth at nue and 42d street, New York, as follows:

Leave Arrive Arrive
New York, Springfield, Boston, 12:45 noon, 8:36 P.

11:200 noon, 8:18 P. M. 8:40 P.

44:00 P. M. 7:27 P. M. 10:00 P.

11:00 P. M. 5:11 A. M.

Tickets at New York Central ticket offices, 418 a

1210 Broadway, and at Grand Central Station.

LEHICH VALLEY Foot of West 28d A. Cortlandt and Destrouse St. S. Indly 'Except Sunday, Sunday changes class dig at e. at a 120 be.10 ge.15.

Branch Offices of "THE SUN

main office.

LONG BLANE CITY, N. Y.

The sing of the beautiery to before the CHICAGO, ILL.